

SEQRA RECORD OF DECISION
NEW YORK STATE DEPARTMENT OF TRANSPORTATION

PIN 0229.14.101
LONG ISLAND EXPRESSWAY (LIE) REST AREA UPGRADE
I-495/ LIE EASTBOUND BETWEEN EXITS 51 AND 52
TOWN OF HUNTINGTON, SUFFOLK COUNTY
FHWA-NY-EIS-07-02-F

This Record of Decision (ROD) documents the New York State Department of Transportation's findings and decision to proceed with the proposed action described in the Final Environmental Impact Statement (# FHWA-NY -EIS-07-02-F) for upgrading the rest area on I-495 /LIE Eastbound between exits 51 and 52.

This Record of Decision has been prepared in accordance with the State Environmental Quality Review Act (SEQRA), and Department implementing regulations for SEQRA - 17NYCRR Part 15. The requirements of Section 8-0109 of the Environmental Conservation Law have been met. The FEIS was approved by FHWA on May 21, 2007 and Department has given consideration to the NEPA FEIS.

The decision of the Department is to select Alternative 3(Build Alternative), as identified in the FEIS as the Preferred Build Alternative for the proposed project. This alternative, along with the others considered in the Final EIS, are fully described in Chapter III of the FEIS.

The Department has found:

1. that, consistent with social, economic and other essential considerations, from among the reasonable alternatives thereto, the action is the alternative that minimizes or avoids adverse environmental effects to the maximum extent practicable, including the effects disclosed in the FEIS;
2. that, consistent with social, economic and other essential considerations, to the maximum extent practicable, adverse environmental effects revealed in the FEIS process will be minimized or avoided;

The basis for the decision is to select Alternative 3(Build Alternative) as the Preferred Alternative is that, it is the only feasible and prudent alternative in consideration of all environmental, social, economic and engineering factors identified in the FEIS. Refer to the Final EIS, Chapter V for the evaluation and comparison of the alternatives. The following is a summary of factors and benefits that played a role in the selection of the Preferred Alternative.

- Upgrade the existing rest area to be consistent with the *New York State Rest Area Plan*, and project a positive image of Long Island, New York State and the Department of Transportation.
- Promote economic growth on Long Island by providing tourist information facilities to promote tourism on Long Island.
- Improve highway safety by providing a convenient place for motorists and truck drivers to rest during long trips and by providing facilities for commercial truck inspection.
- Ensure the security of the facility and its users.
- Minimize impacts to adjacent community and provide mitigation measures as appropriate.

As summarized below and described in more detail in the FEIS, the proposed project incorporates numerous measures to mitigate unavoidable adverse effects including but not limited to air quality, visual resources and construction impacts.

- The project will not adversely affect air quality, since it will not increase vehicle miles traveled, nor will it create or exacerbate any exceedences of air quality standards.
- In conjunction with the preferred alternative, NYSDOT will provide truck stop electrification for all of the proposed truck parking spaces in order to reduce idling.


- The rest area facility will be designed to be harmonious with the appearance and character of the area and will have no significant adverse impacts on the area's visual character.
- In conjunction with the preferred alternative, a Visual barrier and/or berm will be provided to shield the view of the rest area from the second floor windows of the residences to the south of the South Service Road.
- The project will include environmental integration measures such as appropriate landscaping to provide suitable habitats for local species or foraging grounds for migratory bird species, nesting boxes for different species to promote diversity, and insect control.
- Construction activities required to build the project are not expected to have any significant or lasting environmental consequences.
- Actions would be taken to control on-site dust and erosion conditions during construction, consistent with NYSDOT and NYSDEC procedures. These measures would be maintained throughout the construction period until such time as cleared and/or re-graded surfaces are either re-vegetated or made impervious.
- Time-related provisions would be considered for the bridge demolition and construction to minimize closures and expedite construction. All other rest area construction would be isolated from the LIE mainline and the impact on the traveling public would be minimal.

A summary and analysis of comments received during the Open Forum Public Hearing and on the DR/DEIS is included in Chapter VI of the FEIS.

No comments on the FEIS have been received.

Therefore, based thereon, NYSDOT has selected Alternative 3(Build Alternative) as identified in the FEIS as the Preferred Build Alternative for the LIE Rest Area Upgrade project.


 Subimal Chakroborti, Regional Director


 Date